

WINE AND SPIRIT MERCHANT.
CHAZALON & Co.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1875
The Highest Possible Award
Joseph Gillott's
PENS
Of Highest Quality, & Having Unsurpassed
Durability, are Therefore
CHEAPEST.
The only Award Chicago, 1893

No. 13,498.

號七月七年六零百九千一第

HONGKONG, SATURDAY, JULY 7, 1906.

日六十月五年午戊

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED
KULMBACHER BIER.

Per Case of 6 doz. ptes. \$18.00.
Per Case of 4 doz. qts. \$18.00.

MACWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS.

WE are now delivering the 'CHINA MAIL' to our Peak Subscribers at their residences, including MAGAZINE GAP. Subscribers are requested to notify us promptly of any irregularity that may occur.
Hongkong, June 14, 1906. 1210



NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1906. Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon, on 18th July, 1906.
Hongkong, July 2, 1906. 1327

WANTED.

A LADY going to England, via Canada, at the beginning of August, is willing to give a PASSAGE in RETURN for SERVICES as NURSE to her little boy, aged 3 1/2 years.
Write Care of 'CHINA MAIL' Office, Hongkong, July 6, 1906. 1354

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of our accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.
A. S. WATSON & CO., LD.
Hongkong, July 3, 1906. 1338

NOTICE.

THE Interest and Responsibility of Mr. VICTOR H. DEACON in our Firm ceased on 31st December last.
DEACON, LOOKER & DEACON.
Hongkong, July 2, 1906. 1325

NOTICE.

WE have this day authorized Mr. HANS A. SIEMSEN to sign our Firm per Procuration.
SIEMSEN & CO.
Hongkong, July 1, 1906. 1326

NOTICE.

THE UNDERSIGNED notices to the Public that he will NOT HOLD himself RESPONSIBLE for any Debts contracted by any of his Children from 1st July, 1906.
EUG. M. HYNDMAN.
Hongkong, July 2, 1906. 1392

PLATE GLASS

Is insured against Breakage from any Cause whatsoever.
(Except Fire and Explosion) by the COMMERCIAL UNION ASSURANCE COY., LTD.
Hongkong, July 2, 1906. 1323

JAPANESE CEDAR WOOD FRAME MAKER.

JAPANESE CURIOS.

FUJIYAMA & CO.,
No. 9, D'AGUIAR ST.
Hongkong, June 2, 1906. 1151

CURTIS BRO. 5 CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. ESANG.

FROM OHKFOO, 21st JULY, 1906, CONSIGNED TO
MESSRS E. H. MURRAY & CO.

NOTICE IS HEREBY GIVEN that the above Cargo at present lying unclaimed in the Godowns of the Undersigned, will be sold by Public Auction by Messrs HUGHES & HUGHES, at their Auction Rooms in Ice House Street, at 11 a.m., on FRIDAY, 14th JULY, 1906, unless the same are previously taken delivery of by Consignees, and the charges thereon paid.
JARDINE, MATHESON & Co.,
General Managers,
Importers S. N. Co., Ltd.,
Hongkong, June 29, 1906. 1308

Business Notices.

THE PULSOMETER ENGINEERING CO., LD., LONDON.

PULSOMETERS
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO.,**
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,338 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAW, 1,935 tons, Captain J. J. Leslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 9 a.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 9 a.m., and a second departure about 7 p.m. (See special Express).
Note: During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 4 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Batchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or at BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE LATE HOTEL AMERICA 2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. 1161

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER. 1885

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, MONTREAL.
THIS Company issues the most Liberal and Clear policy ever offered in East. DOUBLE BENEFITS for TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT & LESLIE, General Agents for China. GEO. GRIMBLE, Manager, Hongkong. 689

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(NEXT DOOR TO H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED & STONED BLACKWOOD, CHOCOLATEY and GLASS WARE, KITCHEN UTENSILS, etc., etc. AT MODERATE PRICES. 178

NOTICE.

THE HONGKONG & CHINA GAS CO., beg to notify the public that:—
(a) No subsidiary Chinese or Japanese coins can be accepted in payment of accounts due to the Company, and if Hongkong coins can only be accepted in amounts of \$2 or under.
(b) GEORGE CURRY, Local Secretary.
Hongkong, June 27, 1906. 1294

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING

PORCELAIN FILLINGS.

HOTEL MANSIONS, PEDDER STREET.

Hongkong, June 1, 1906. 1149

OARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: OARMICHAEL, HONGKONG.

A. E. O. Code, 4th Edition.

A. I. Code.

Master's Standard Code.

TELEPHONE, 322. 643

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL

TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 9, 1906. 1190

'JANUS'

LIFE & ANNUITY INSURANCE CO.,

HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904.

Mks. 65,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been

appointed GENERAL AGENTS of

the above Company for Hongkong and

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND. OFFICE: 9, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES: Including Freight, Duty and Delivery to any address in the United Kingdom. Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS. H. HAYNES, Manager.

CHAMPAGNES

FROM CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN. 460

THE OLIVER TYPEWRITER.

VISIBILITY. SIMPLICITY. DURABILITY. UNRIVALED FOR DUPLICATING, WRITING IN SIGHT. UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA. HONGKONG, APRIL 21, 1906. GEO. GRIMBLE, MANAGER, 14, DES VŒUX ROAD CENTRAL. 728

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 per case.

LATEST AWARD:

GOLD MEDAL

AT ST. LOUIS EXHIBITION.

CASH—LESS 10%. CREDIT—LESS 5%.

Business Notices.

A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY.

WILKINSON'S

(Established since 1825.) ESSENCE OR FLUID EXTRACT OF RED JAMAICA.

"We cannot speak too highly of it." Lancet.

Pronounced by the HIGHEST MEDICAL AUTHORITIES

THE WONDERFUL PURIFIER OF THE HUMAN BLOOD

Most Torpid Liver, Debility, ERUPTIONS, &c.

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG: DAKIN, DRUCKERMAN & Co., A. H. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

260

FAIRALL & CO.

ARE HAVING THEIR

ANNUAL CLEARANCE SALE

commencing on

MONDAY, JULY 9th.

GREAT REDUCTIONS IN EVERY DEPARTMENT.

FAIRALL & Co.,

Dressmakers and Milliners and General Drapers.

7 and 9, PEDDER STREET.

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS. 449

W. BREWER & CO.

83-and 25, QUEEN'S ROAD.

ROYAL ACADEMY PICTURES in 5 Parts \$2.50.

PICTURES OF THE YEAR 70 Cents.

NEW STOCK

HAND-COLORED POST CARDS, \$1.00 Per Doz. PLAIN 50 Cts. Per Doz.

EGYPTIAN CIGARETTES. VIKING NAVY CUT.

SOLE AGENTS FOR THE

BLICKENSBERGER TYPEWRITER

\$85.00 and \$125.00 EACH. NEW STOCK.

FOR

BATHING PARTIES.

BLACKBERRY BRANDY

CHERRY BRANDY,

CHERRY WHISKY,

SLICE GIN,

CHERRY GIN,

PIPPERMINT.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

FINE FIELD FOR COTTON-GROWING.

London, June 28.
The International Union of Cotton Industrialists, sitting in Berlin, has urged the importance of Britain co-operating with Germany in the construction of the Baghdad Railway, and the irrigation of Mesopotamia, which, in their opinion, represents a fine field for cotton-growing.

"EXECUTION" OF IMPERIAL MINISTERS.

The East Rand Express of May 12 gives the following particulars of the execution, in effigy, of Sir Henry Campbell-Bannerman and the Under-Secretary for the Colonies. The incident followed a meeting which was held at Boksburg, on May 9, to protest against the assisted repatriation of the Chinese. The account says:—"While the speeches were proceeding, a number of men detached themselves from the gathering, and in a short space of time a double gallows, 30 feet in height joined by a cross-bar, and kept in position by wire stays, was run up near the Market House. A couple of wire ropes with nooses were attached to the cross-bar, the ends trailing on the ground. A crowd rapidly gathered, and attention was drawn to a trolley with heavily loaded sleds; bearing funeral emblems. Several of the more curious spectators attempted to discover what was inside, but a number of miners, some in shirt sleeves, kept watch and guard. As the final resolution was carried, the driver of the Tipton Omnibus whipped up his six mules, and the lumbering vehicle started off up the road en route to the gallows. The meaning of the word emblems was soon seen. A great shout went up as a life-size effigy of Sir Henry Campbell-Bannerman, seated in a chair, was hoisted from the bottom of the cart. The howl of execration was even greater when the Under-Secretary for the Colonies was lifted to view by willing hands. Each was dressed in frock coat and tall hat. The executioners, who were peculiar and distinctive headgear, and their staff had a rough time keeping the crowd off. The Under-Secretary sailed skywards first, but much difficulty was experienced with Sir Henry, whose hat came off at the initial essay. At the second haul, the Prime Minister lost his head. Nothing daunted the miners again affixed the head, and the two effigies were swung 30ft. into the air, amidst a scene of tremendous excitement. Sir Henry's head dangled a few inches above his body; humorists remarking that, as he had lost his head over repatriation, it was an artistic touch. The effigies were afterwards lowered to the ground, and with a shout of 'Stand back' they were ignited, and again hoisted high in air. Sir Henry, by reason of his greater avoidance, burned longest, although his companion flamed up bravely for a few minutes. Whatever may be said in condemnation of the incident, says the Standard, the fact that it could take place on the market square of a Rand mining town, at the hands of the miners, expresses more than any number of speeches the exasperation of the working men with the Liberal Government and its official heads."

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases permanently.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

SORFULA. SCURVY. ECZEMA. BLOOD POISON. ULCERS. SKIN & BLOOD SORES OF ALL KINDS. BAD LEGS. BLOTCHES. SPOTS. BLACKHEADS. PIMPLES. AND SORES OF ALL KINDS.

It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pain, for it removes the cause from the Blood and Bones.

NOTE. This Mixture is pleasant to the taste and WARRANTED FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTION of either sex, from infancy to old age, and the Exaggerated solicitor suffers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.
Mr. F. E. Lewis, 48, Bridge Street Row, Chester, writes:—"Just a line in favour of 'Clarke's Blood Mixture.' I had suffered for seven months, and tried many things, without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.'—June 10, 1905.

INVENTORS IN THE BLOOD.—We have seen hosts of cures from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly estimated, since it cleanses and restores the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the Family Doctor, the popular medical weekly, which goes on further to say:—"It is certainly the finest blood purifier that science has yet brought forth, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for **CLARKE'S BLOOD MIXTURE** and having purchased of a reliable and trustworthy

A WORD IN YOUR EAR!

DON'T BUY ANY OTHER CIGAR UNTIL YOU HAVE TRIED THE YOUNG AMERICAN MEXICAN PLANTERS.

YOU WILL SMOKE NO OTHER KIND WHEN ONCE YOU DO.



DON'T BE PUT OFF WITH ONE OF THE NUMEROUS IMITATIONS.



SOLE IMPORTERS: THE HOLLAND-CHINA TRADING COY., HONGKONG, SHANGHAI AND TIENTSIN.

MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS ATKINSON'S MOST REFRESHING. A LUXURIOUS PERFUME IN HEALTH. Far Superior to the German Kinds. A NECESSARY RESTORATIVE IN SICKNESS. EAU DE COLOGNE

WILKS and JACK.

MACHINERY AND ELECTRICAL SHOWROOMS, Robinson Road, Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL. TELEPHONE 38, KOWLOON.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.

LONDON.

Electric Fittings, Table Lamps, Brackets, 'Freezer' Fan, Motors, Electric Lamps, Frosted and Clear, ECONOMICAL, BRITISH MANUFACTURE.

LARGE STOCKS OF EVERYTHING ELECTRICAL. SHIPS REPAIR WORK. EFFICIENT INSTALLATIONS.

BATHING PARTIES AND PICNICS.

The comfortable and fast Steam Launches **MOLLIE** and **YUENLEE**, specially fixed up for Outings, ARE OPEN FOR ENGAGEMENTS ON MONDAYS, THURSDAYS, and FRIDAYS from 5 P.M., and SATURDAYS and SUNDAYS from Noon.

Arrangements may be made for the season or by the hour on application at **5, QUEEN'S ROAD CENTRAL.**

TELEPHONE 388.

WILKS & JACK.

Hongkong, June 11, 1906.

Intimations.



MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI,' Which applies to all Branch Offices.

At, A.D.C. 6th Edition, Western-Union Codes used.

All Letters Addressed:—MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES:—NAGASAKI, MOI, KOBE, KANAGAWA, SHANGHAI, HONGKONG and HANKOW.

AGENCIES: YOKOHAMA: M. ARIDA, Esq. OHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima, Ochi, Shinjima, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzan Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals procured from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, FENDER STREET.

Hongkong, April 24, 1906. —816

NOTICE TO MARINERS.

No. 298 A (Special).

KIUNGCHOW DISTRICT.

HAITAN STRAITS.

CAPE CANY LIGHTHOUSE, INTENDED CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on or about the 1st August the Colour of the Cape Cany Light Tower will be changed from White to White with one Black horizontal Band.

T. J. ELDRIDGE, Acting Coast Inspector. Imperial Maritime Customs, Const. Inspector's Office, Shanghai, July 6, 1906. 1358

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW POWDER, PERFUMERIES, SOAPS, HAIR FRAMES, HAIR PINS, &c., &c., &c. THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.' To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price \$1.00.

FOR CANTON.

THE new and fast Twin-Screw Steamer **SAN CHEUNG**, 951 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days: leaving Canton at 2 P.M. Excellent accommodation. Electric Light, and perfect cuisine. Ward at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

OH KUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central. 700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,' CAPTAIN M. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG on WEEK DAYS at 7.30 A.M., and on SUNDAY MORNINGS at 7.30 A.M., and return from Macao on Week Days at 2.30 P.M., and on Sundays at 2.30 P.M. FARES:—Week Day 1st Class, leaving cabin and servant, Single \$3, Return Ticket \$5; 2nd class \$1, 3rd class 50 Cents. On and after SUNDAY, the 29th Inst., (inclusive) the Sunday FARES will be:—1st Class Single \$1.00, with Cabin \$2.00; 1st Class Return \$2.00, with Cabin \$3.00; 2nd Class Single, 40 Cents, Return 60 Cents. Steerage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on payment of the Return 'Half Ticket.' Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

On Steamer's Wharf at Hongkong is a the Western end of Wing Lok Street.

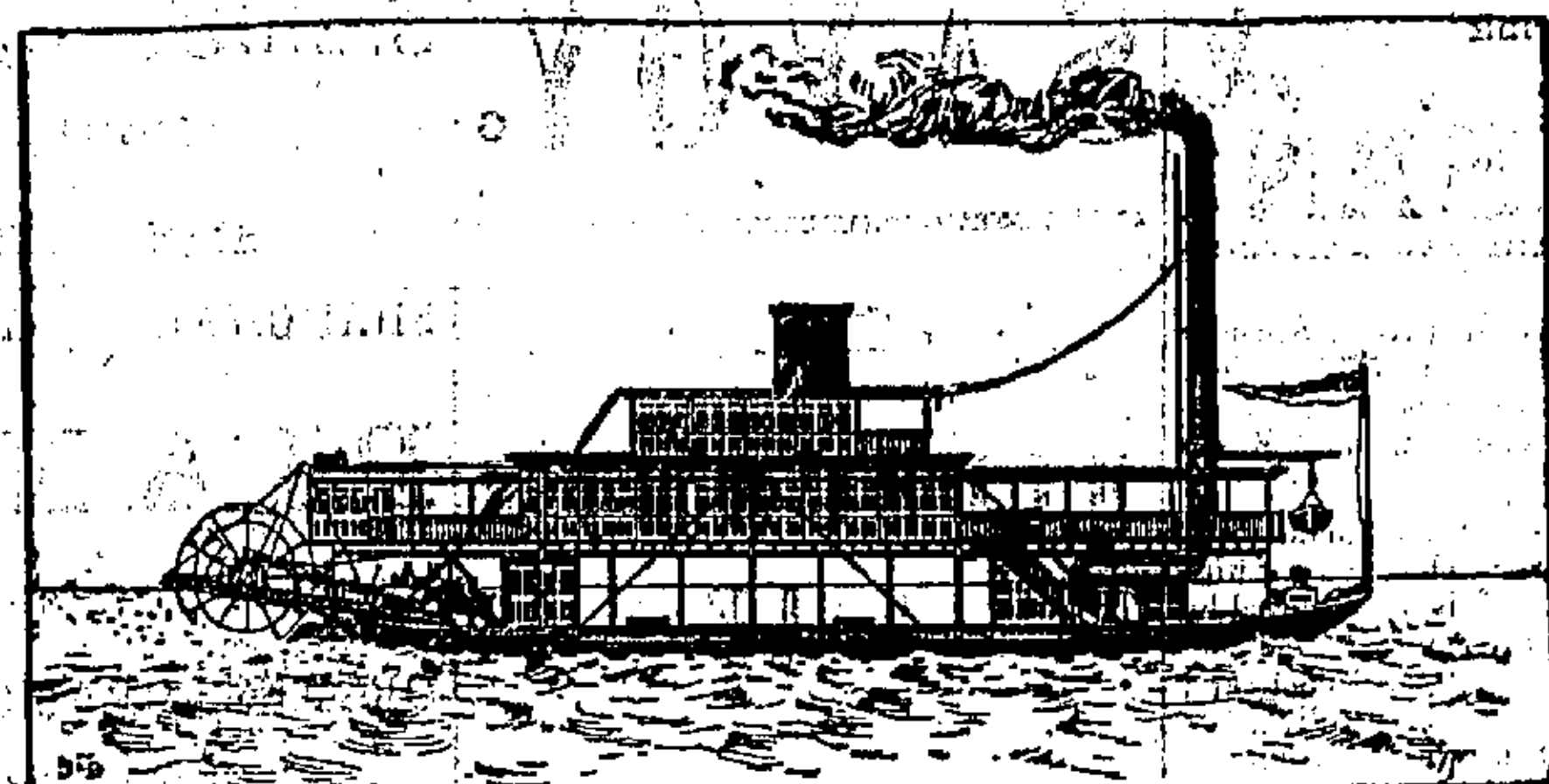
SAM WANG COY., 81, Queen's Road Central. Hongkong, June 22, 1906.

FOR SALE OR TO LET.

AT THE PEAK. A FIVE-ROOMED HOUSE with Day-room, Dressing and Bathrooms; distant thirteen minutes by car from the Tram. Kitchen and Servants' Quarters.

For particulars and terms, apply to: SHEWAN, TOMES & CO. Hongkong, May 9, 1906. 1141

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.



By Special Warrant Purveyors to H.M. The KING

CROSSE AND BLACKWELL, LTD.

CELEBRATED OILMEN'S STORES PICKLES, SOUPS, JAMS, JELLIES, POTTED MEATS, MALT VINEGAR. AGENTS FOR LEA & FERRIN'S Worcestershire Sauce

Dr J. COLLIS BROWNE'S

CHLORODYNE

'THE ORIGINAL AND ONLY GENUINE.'

COLDS, COUGHS,

ASTHMA, BRONCHITIS.

is admitted by the profession to be the most wonderful and valuable remedy ever discovered. It is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma. acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms. is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for 'Dr. J. COLLIS BROWNE'S CHLORODYNE,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr. J. COLLIS BROWNE'S CHLORODYNE' on the Government Stamp of each bottle.

Sold in Bottles—Prices in England: 1/1s. 2/9s. and 4/6s. each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers:—J. T. DAVENPORT, Limited, LONDON.

To Let.	To Let.	To Let.
TO BE LET OR SOLD. WITH IMMEDIATE POSSESSION—IN WANGCHAI ROAD. GODOWN, built of brick with tiled roof, just thoroughly repaired—about 4000 sq. ft. space, concrete flooring—Suitable for Storage of any kind of merchandise. Apply to: Care of 'CHINA MAIL' Office. Hongkong, May 29, 1906. 1363	TO LET. THREE LARGE GODOWNS on PRAYA EAST. Formerly in the occupation of the Mitsui Bussan Kaisha. Apply to: H. N. MODY, Victoria Buildings. Hongkong, May 10, 1906. 1367	TO LET. HOTEL MANSIONS. ROOMS to LET on the 4th Floor, Unfurnished, as Offices or Chambers. Apply to: THE SECRETARY, Hongkong Hotel Co., Ltd. Hongkong, May 9, 1906. 978
TO LET. THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAPEL & Co.'s Offices, consisting of Four Bed and Sitting Rooms, Kitchen and Bath Room complete, Electric Light. Fine view of Harbour. Terms Moderate. Apply to: DOUGLAS LAPEL & CO. Hongkong, June 14, 1906. 1376	TO LET. BELLEVUE, 6 ROOMED HOUSE, Unfurnished with immediate possession. Apply to: PERCY SMITH & BETH, 5, Queen's Road Central. Hongkong, May 28, 1906. 1368	TO LET. IN ALEXANDRA BUILDINGS. Apply to: A. S. WATSON & Co., Ltd. Alexandra Buildings. Hongkong, April 23, 1906.
TO LET. ROSENEATH, GARDEN ROAD, Kowloon, from July 31st. No. 3, 'FAIRVIEW' ROBINSON ROAD, Kowloon. 2nd FLOOR, No. 12, QUEEN'S ROAD CENTRAL. Apply to: LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, July 3, 1906. 1362	TO LET. NEW KINGSCLERE, with Stables. Entrance from both Kennedy and Macdonnell Roads. Owners will, if required, convert the main Building into a Boarding House, with large Drawing and Dining Room accommodation and 37 Bedrooms. CHEAP RENTAL. Full particulars, apply to: LINSTED & DAVIS. Hongkong, June 27, 1906. 1384	TO LET. HAYTOR, 'THE PEAK.' IMMEDIATE POSSESSION. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE, FLATS in MORTON TERRACE. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, June 1, 1906. 1372
TO LET FURNISHED. FROM 12th July to 12th October, 1906. BURLINGTON, PLANTATION ROAD, PEAK. Apply to: H. E. POLLOCK, 18, Bank Buildings. Hongkong, June 23, 1906. 1368	TO LET. WITH IMMEDIATE POSSESSION the 'FOREST LODGE,' Cairns Road. Apply to: H. N. MODY. 1377	TO LET. NO. 41, ROBINSON ROAD. Apply to: HU SHUN CHUN, 137, Des Voeux Road, 3rd Floor. Hongkong, June 20, 1906. 1361
TO LET. TWO GODOWNS at EAST POINT, close to the Water, suitable for the Storage of any Cargo. Floor Area 6,100 square feet each. Apply to: JARDINE, MATHESON & CO. 1366	TO LET. HOUSES in ROSE TERRACE, ROBINSON ROAD, Kowloon. Terms Moderate—Immediate Possession. Apply to: THE COMPADORE, Messrs. BARRETT & Co. Hongkong, April 6, 1906. 1374	TO LET. NO. 15, KNOTSFORD TERRACE, KOWLOON. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 5, 1906. 1373
TO LET. BROOKHURST, PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess. 2nd FLOOR, in Central position, containing Four Large Rooms, Bed-room and Lavatory, with use of Electric Lift. ONE SHOP at BRIDGE STREET, ANGLE HOUSE, on the Robinson Road Level. Cheap Rentals. 78, WYNDHAM STREET. Apply to: LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, June 9, 1906. 1148	TO LET. 5 and 6, GRANVILLE AVENUE, Kowloon. HOUSES in AUSTIN and SALISBURY AVENUES, Kowloon. Apply to: HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, June 23, 1906. 1349	TO LET. SHAMEEN, CANIONA. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 5, 1906. 1374

Give Us Water That We May Drink

TANSAN

PURE, Exquisite in Flavor, Stimulating without Reaction, this "life-giving" Natural Mineral Water gushes out of the mountain-side at Takasaka, near Kobe, Japan.

PURITY. Its source is amid hard volcanic rock, beyond reach of contact with any human being, and it is conveyed by gravity through a rock-hewn tunnel and concrete aqueduct to a sheltered enclosure, where, without pumping, boiling, or touch of human hand, it is placed by machinery in sterilized bottles and packed in cases for shipment; thus, from its initial source protecting the water against possible taint of any kind. Percolating through several strata of virgin rock, it is saturated with their essential-mineral properties, and no chemical skill can duplicate the living Tansan any more than the laboratory can evolve a living tree.

FLAVOR. Tansan gladdens the palate with a zest peculiar to itself, clean, crisp, novel, and delicious. Its appetizing taste smacks of satisfaction, without savor of a feeling of fulness, however freely indulged in.

TANSAN is Nature's own distillation, and because of its absolute purity it blends with spirits, wine, stout, milk, and other liquors without altering the natural flavor, except to unfold it.

STIMULUS. Tansan is refreshing, and, by reason of its native qualities, it excites the appetite and stimulates the nutritive functions. It is persistently regulating without being laxative, and it eliminates from the problem of life the ailments attributable to the liver and kidneys.

The supply is inexhaustible, being an even flow, entirely independent of surface conditions of a wet or dry season, and there will never be necessity for excuse for the artificial manufacture of Tansan, so that it will be forever free from the obnoxious taste peculiar to all "artificial" and fabricated waters. Visitors to the Spring find the entire plant open to inspection; there is nothing to conceal.

TANSAN conforms to vigorous Health. It is *Low Costly* than any other. **DRINK TANSAN.**

THE CLIFFORD-WILKINSON

TANSAN MINERAL WATER Co., Ltd.,
Kobe, Japan.

BEWARE OF DECEITFUL IMITATIONS!!!

The only genuine Tansan bears the name of J. Clifford-Wilkinson on the label.

SOLE AGENTS:

H. PRICE & CO.,

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WM. POWELL,

LIMITED.

NOW SHOWING

PRETTY

Fabrics

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BUILDINGS.

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SALE

NEW LINES

TO-DAY.

HOUSEHOLD

GOODS,

CURTAINS,

LININGS,

FLOWERS,

FANCY

RIBBONS,

TRIMMINGS,

BIRDS' WINGS,

ASPREYS.

THE SAVOY, Ltd.

QUEEN'S ROAD.

SOMETHING NEW.

ON the 24th of April, 1897, roundly speaking 40 years ago, the "CHINA MAIL" issued the following notice to Residents of the Colony:

"THE CHINA PUNCH
(8 Pages Quarto).

"Will be issued fortnightly so soon as a sufficient number of subscribers send in their names to guarantee the expenses of its issue.

"PRICE:
"TEN DOLLARS PER ANNUM.
"Payable Quarterly in Advance
"SINGLE COPIES FIFTY CENTS.
Subscriptions may be paid at the
"CHINA MAIL" OFFICE."

CHINA PUNCH amused the community until Nov. 22, 1897, when in the words of the writer of his epitaph "he languished for want of material," and passed away.

"He was given a considerably since then and, although there may not perhaps be yet room for a publication in 'Punch' lines, there should be scope for a BRIGHT NEWER weekly, which would supplement the Daily Papers.

HOLDING THIS VIEW

The CHINA MAIL, LIMITED, have decided—of sufficient importance to publish weekly, on Saturdays a

20 PAGE ILLUSTRATED

WEEKLY

paper which will contain CRISP COMMENT upon current events, and special pages devoted to SPORTING of all kinds, LITERATURE, LOCAL GOSSIP, SERVICE AND CHURCH NOTES, STORIES, and matters of interest to lady readers. It is proposed furthermore to include some striking special features to which further attention will be made later, if the enterprise is gone on with. Sedulous care will be taken to maintain a good "tone" in connection with the paper and every endeavour will be made to make it bright without being offensively personal or satirical on this line.

"We would be obliged if intending subscribers would fill in the accompanying form and return it without delay to the 'CHINA MAIL' OFFICE, 8, QUEEN'S ROAD CENTRAL."

FORM

SUBSCRIBER'S NAME

MONTHLY

QUARTERLY

ANNUALLY

Address

This subscription is proposed to be 50 cents for a single copy; \$1.10 per month, \$3 per quarter and \$10 per year.

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,

SHANGHAI, TIENSIN.

PIANOS

BY ALL THE LEADING MAKERS.

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Pianola, and Aerola, and

only to be had at

S. MOUTRIE & Co., Ltd.,

YORK BUILDING, SHATER ROAD.

Hongkong, May 17, 1906.

A. S. WATSON

& Co., Ltd.



CHEMISTS

and

DRUGGISTS

BY APPOINTMENT.

Turkish

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Salt

REFRESHING

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The only preparation

of its kind which does

not lose its perfume in

hot water. Heat only

serves to enhance its

fragrance.

HONGKONG

DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, July 4, 1906.

MEMOS. FOR MONDAY.

Auctions.

11 a.m.—Auction of Windows Glasses, at Hongkong & Kowloon Godown Co.'s premises, Kowloon.

2.45 p.m.—Auction of Household Furniture, at 'Goodwood' No. 5, Babelington Path.

Miscellaneous.

Goods per *Prins Sigismund* undelivered after this date subject to rent.

General Memoranda.

Tuesday, July 10:—

2.30 p.m.—Auction of Household Furniture, at No. 14, Morrison Hill Gap.

2.45 p.m.—Auction of Household Furniture, &c., at No. 1, East Avenue, Kowloon.

Goods per *Bayern* undelivered after this date subject to rent.

Goods per *Hongkong Mary* undelivered after 5 p.m. on this date will be landed.

Thursday, July 12:—

11 a.m.—Auction of One Steel Lighter at Tsimshui by Mr. F. K. Kien.

Goods per *Mohio* not cleared at 4 p.m. on this date subject to rent.

Saturday, July 14:—

Noon—Auction of Hongkong High-Level Tramways Co., Ltd., at Registered Office.

Thursday, July 19:—

3 p.m.—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.

3 p.m.—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.

Tuesday, July 24:—

Noon—Auction of the Bulk Manner by Messrs. Hughes & Hough at their Sales Rooms.

The China Mail.

HONGKONG, SATURDAY, JULY 7, 1906.

LABOUR AND LOYALTY.

More than once it has been suggested that the political animus of those of us who have seen a national danger in the disproportionate power exercised by the Labour Party in the present House of Commons, carries us too far and that credit is not given for actions which in themselves are based upon legitimate aspirations. Those who argue that this is so have more sympathy than discretion. Almost every utterance of the men who, usually by reason of their greater "push" and knowledge of the art of self advertisement, have come to be regarded as Labour Leaders, shows that they are animated by the sole desire to see the class to which they, in a sense, may be said to belong—the manual workers—in possession of special privileges. To achieve this end they commenced long since a propaganda amongst the working men of Great Britain who then learnt for the first time that they were "white slaves" and were being ground to dust by "brutal employers." Of course there are, unfortunately, employers who exploit their employees to the utmost, just as, unhappily, there are employees who scamp their work and do not give the employers value for the wage paid. Until human nature changes radically such things must be. It may be admitted also that there are legitimate grievances under which wage earners labour which may be alleviated to some extent by legislation. But abuses cannot be rectified in a day even with a Labour party holding a position in Parliament which enables them to bring pressure to bear upon a weak Ministry. The latest escapade of Mr. Keir Hardie, reported in our special cables to-day, gives point to the remarks we have previously made in regard to the menace to the Empire which the advent of the Labour Party constituted. These men whose sympathy with the Boers led them into taking up an unfortunate position in which their loyalty was called in question had, after all, the defence that they conscientiously believed that the war was an attempt to annex territory from another white race by force of arms. In the present case there is no such excuse. This is a rebellion on the part of some of the coloured subjects of the King who prefer fighting to contributing towards the expenses of government. It is over rebels who mutilate the bodies of their enemies that Mr. Keir Hardie spreads theegis of his approval. If

Mr Hardie lived in any other country in Europe he would be summarily

thrown into prison for treason. By the law of England he could be

similarly treated but the British authorities, very wisely, abstain as a

rule from giving undue prominence to the vapourings of irresponsibles by

taking no notice of them. The satisfactory point about the incident is the

effect that it will have on the public mind at home. As has frequently been pointed out the Labour

Party has gained a considerable amount of support from unthinking

people who are favourable to better conditions of life and work for the

wage earners, but who are, at the same time, loyal citizens of the Empire.

The Labour Party should lose this support at the next general election.

Most of us have planted away among the more or less pleasant memories of youth a vision of the stage of a village

School of Arts abandoned to a winsome creature who asserted, with much

insistence, "Curfew shall not ring to-night." As a rule the statement was

founded on absolute fact. But we cherish the recollection of an occasion in a weird little out of the way hamlet in the West of England when the

recitation was interrupted by the ringing of the curfew bell, the practice

having been kept up since Norman times. The lady who was reciting was

rather upset but the audience thoroughly enjoyed the apropos interruption. In

Canada they are talking of initiating the custom of ringing children under

fifteen years of age off the streets at 9 o'clock. The sentiment of many of the

citizens of Montreal has been shocked by the freedom with which

children of both sexes are permitted to roam round the streets late at night to the inevitable detriment of their morals.

Consequently a petition has been signed by a great number of the residents of the town asking that the

curfew bell should be rung nightly and that the parents of children found

wandering around without lawful excuse after the warning has been sounded should contribute to the

municipal expenses in the same manner as Montreal adopts the suggestion

there may be a chance for some youthful person, in order to let his or her

associates have a good time at the theatre or a party, to emulate the

example of the young lady in the recitation and hang on to the tongue

bell to secure that curfew shall not ring that night. Unless the bellman is

deaf however the effort would be of little use and unfortunately that they

are generally only deaf for the purposes of fiction.

LOCAL AND COAST NEWS.

A Chinaman's bail was fixed at \$10,000 at the Magistrate's court this morning, on a charge of being a leader of the Triad Society and having a number of Chinese fighting irons in his possession.

The Kiangnan Arsenal has received instructions from Viceroy Chou, of Nanking, to manufacture new guns according to the pattern sent down by the Council of Army Re-organization. In consequence of which, the Arsenal will take on 80 more artisans, and at the same time suspend making guns of old pattern.

Is He Known in Hongkong.

The N. O. Daily News of Monday, July 2, says:—A visitor to Shanghai, who has been staying at the Astor House, been introduced at the Shanghai Club, and by his distinguished appearance and good manners has made the acquaintance of quite a number of people here, was arrested on Friday night by Detective Inspector McDowell on suspicion of being an expert swindler, who is wanted in many parts of the Far East for victimising prominent residents. It is claimed that the man who now gives the name of Hamilton, is identical with one Wilson who was in trouble in Shanghai some few years back and has since been known under quite a number of names. In Shanghai he has represented himself as a mining engineer. He evaded custody on Friday night but was re-arrested by Detective Bookies in Yangtszepoo Road, and will be brought up before Mr. King at H. M. Police Court this morning.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY IN INDIA.

MRS Sd. L. Hisecks writing from Claret Road, Bynalia, India, says: "I have used and still require a good many bottles of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and have found it invaluable as a cure, as well as a preventive of cholera. I have found it most successful and so far have never known it to fail. I have given it to the natives. For sale by all chemists and druggists."

THE great success of this preparation in the relief and cure of bowel complaints has brought it into almost universal use. It never fails, and when reduced with water and sweetened is pleasant to take. It is equally valuable for children and adults, and is the only remedy that will cure chronic diarrhoea. Every bottle is warranted. For sale by all chemists and druggists.

THE police last night raided houses Nos. 15 and 16 Praya East and arrested a Japanese man, two Japanese women and a Chinese boy on a charge of selling liquor without a license. For a considerable time past the police have suspected that these houses, known as a Japanese Club, were selling liquor without a license. To catch them proved however very difficult but on information received Inspector Gurney planned a raid which was entirely successful. The first defendant pleaded guilty and was fined the maximum penalty of \$307, the charge against the other being withdrawn. A quantity of liquor, etc., seized was ordered to be confiscated.

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OUR PUBLIC WORKS.

Expenditure for 1905.

The report of the Director of Public Works, Hon. Mr. W. Chatham, is published in the *Government Gazette*. The actual expenditure for the year amounted to \$2,378,540.45, being \$450,000 less than the amount voted. On personal emoluments and other charges a saving of \$45,254.44, was made largely due to the rise in exchange, the actual average rate being 1s. 11d. against an estimate of 1s. 8d.; thus the Government made an average of 4d. on every dollar paid to the Civil Servants.

In the case of annually recurrent works, \$17,051.91 was saved on the original vote plus the supplementary vote of \$401,760. On the maintenance of telegraphs and the maintenance of Praya walls and piers \$12,000 was spent in excess of the vote, but savings on other items made up for it.

The total vote for public works extraordinary amounted to \$2,323,805.83, but of this only \$1,775,138.83 was spent, being actually less than the original estimate by \$40,611.17. Compared with 1904 the expenditure of 1905 shows an increase of \$367,102.68 due almost entirely to public works extraordinary.

NEW PUBLIC BUILDINGS.

Progress Report.

Hon. Mr. W. Chatham, Director of Public Works, makes the following comments on the new Harbour Office, Post Office and Law Courts in his report for 1906:

HARBOUR OFFICE.—Progress on this work was much retarded by the difficulty experienced in obtaining the granite necessary for the completion of the principal front of the ground storey and it was not until November that all the requisite stone was obtained and set. The other portions of the building, which are of brickwork, were, however, pushed forward with the result that the main part of the building was almost completed by the close of the year and most of it roofed in. A considerable amount of the external plastering was done, some of the floors laid and girders, which are of timber, fixed and most of the joinery was in readiness for fixing.

LAW COURTS.—Here also great difficulty was experienced in obtaining a supply of granite, especially during the earlier part of the year, with the result that the progress of the work was slow. Owing to the numerous granite arches extending from the pillars of the colonnade to the main walls, it was not possible to proceed with the brickwork above the level of the first floor until these had been built, and every effort was therefore made to get the granite-work pushed on. It may be mentioned that each of the stones in the pillars of the colonnade weighs from 2½ to 3 tons and much careful dressing is necessary to adapt them for setting in the arch.

Much of the steelwork and concrete forming the first floor were laid early in the year, the internal walls having then reached such a level as to admit of this being done. By the close of the year nearly all the external walls were completed to the same level, the pillars of the colonnade were built to an average height of 16 feet and some of the arches were in progress.

The average number of masons employed daily was 124. In addition to the stone set in the work 126 granite balusters were prepared, bringing the number of these ready for fixing up to 200.

POST OFFICE.—The contract for the foundations was nearly, but not quite completed, completion being delayed by the undertaking of additional work. One of the principal items was the covering of the entire area of the basement with asphalt, which was also carried up the outside of the main walls, so as to prevent the percolation of tidal or subsoil water into the basement rooms, which are to be used for the storage of mails, etc. The asphalt was laid on a layer of lime concrete 12 inches thick and was covered with a layer of concrete 6 inches thick, the total thickness of the asphalt being 18 inches. It was also decided to make provision for a clock tower in the building and this necessitated some alterations and additional work in connection with the foundations. The addition of these items has considerably delayed the completion of the contract. The total number of piles driven has been 1,308 of an average length of 44ft. 6.

A contract for the superstructure was entered into with Messrs. Sang Lee and Co. on the 1st August. A quarry from which suitable stone could be obtained for the work was selected at Ngau Tau Kok, in New Kowloon, and a considerable amount of preparatory work was carried out to enable a good supply to be obtained, a quantity of roughly-squared blocks being in readiness to transport to the site when the necessary arrangements had been made for the principal parts of the stone-work were also prepared.

A BELGIAN MARRIAGE FAIR.

BRUSSELS, June 4.

Excursions-Latin was to-day the scene of the assembly of 2000 bachelors from Belgium, France, and Germany, who came to find brides. Triumphant arches and appropriate mottoes welcomed the would-be Benedicks, who included a man, 72 years of age, from Luxembourg. After a reception by the Splendors Committee, a concert was held in the Grande Place, and then the bachelors adjourned to the Town Hall, where were seated the 97 marriageable young ladies of the city. A vacant chair was beside each, and at a given signal the men scrambled to secure the coveted seat. Refreshments and dancing concluded the day's programme. Many letters containing offers of marriage were received by the Splendors Committee, whilst several sympathisers with the fête forwarded presents.

THE MISTAKES OF YOUR LIFE.

Don't number among the mistakes of your life that of neglecting to procure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of your family may be suddenly seized with colic, cramp, or diarrhoea during the warm weather, and immediate relief is then necessary. Get it today, it may save a life. For sale by all chemists and druggists.

HONGKONG'S BUILDINGS.

Progress in 1905.

During last year plans for 35 European houses and 164 Chinese houses against 66 European and 136 Chinese in 1904 were sent for inspection to the Public Works Department. The figures show a decrease due to a depression in building operations, but the plans for alterations to existing buildings in 1905 were much larger than in 1904.

No damage of any importance was caused to buildings by typhoons or rainstorms during the year. Much attention was given to the quality of the mortar used in the erection of the various buildings which were in progress with the result that out of 29 samples taken, 7 were found to be deficient in lime. Prosecutions were successfully instituted in all these cases and resulted in the infliction of fines amounting to \$1,700. It is hoped, says the Director of Public Works in his annual report, that these prosecutions will have a salutary effect in improving the quality of the mortar used throughout the Colony.

The Naval Yard Extension and Messrs. Butterfield and Swire's Shipyard Works were in progress throughout the year. In the case of the former, the reclamation, over a quay wall and tidal basin were practically completed and substantial progress was made with the construction of the graving dock. Several of the buildings connected with the scheme were in progress, some delay being caused in the case of the pump-house by the failure of the timbering just as the excavation for the pump wells, about 70 feet in depth, was nearly completed. In the case of the Shipyard Works, the reclamation and levelling of the site made good progress and the inner portion of the graving dock was completed; work on the entrance, for which a very heavy cofferdam was required, being in active progress by the close of the year.

The remaining large blocks of buildings on the Praya Reclamation east of Pedder Street, including "Hotel Mansions," "King's Building," "York Building," and "Royal Building," were completed during the year. A great many of the leading firms of the Colony—business, commercial and professional—are now housed in these and other buildings occupying the area indicated. The buildings have an imposing appearance and compare favourably in many respects with similar buildings in our large home cities.

Other works worthy of mention are Shau's Memorial Hospital, Mount Kellett, and the new Military Hospital above Bowen Road, both of which were nearing completion at the close of the year. Work was begun on the erection of the buildings to form the premises of the Hongkong Milling Co. in Junk Bay. The Star Ferry Co.'s new pier opposite the end of Sai Yee Road, Kowloon, was constructed during the year and was nearly ready for traffic. It will afford a much more convenient point of arrival and departure than the pier, both for the ferry steamers and for passengers and vehicles, being clear of the Kowloon Wharves with all their obstructions, and affording a direct route for the trucks and masses of cargo constantly being moved to and fro. The new pier also affords much better accommodation and protection from the weather than the old one.

BY WHARF AND WAVE.

Mr. S. Silverstone, agent of the Pacific Mail S. S. Co., advises us that he is in receipt of cable advice that the s.s. "Siberia" will sail from San Francisco on July 7th, "China" on July 16th, "Mongolia" on July 20th, "Nippon Maru" on July 29th and "Doric" on August 4th, and in the order named above will sail from Hongkong on August 14th, August 21st, August 28th, September 4th and September 11th.

From the foregoing, it is clear that the strike at San Francisco has been ended.

A serious collision occurred on the Huangpu River, opposite the International Dock, Shanghai, on June 30. Shortly before 5 p.m. the East Asiatic Co.'s str. "Indian" (Capt. Ingemann), which had been lying in the lower section of the harbour, weighed anchor to proceed on her voyage to Vladivostok, via Nagasaki and Fusan. A little lower down the river the L. S. S. "Lokang" was anchored, and was beginning to swing on the flood tide. In passing through the narrow channel between the steamers and the Shanghai shore, either something went wrong with the "Indian's" steering gear, or else she bumped bottom. At any rate, she made a sudden lurch, and struck bow on into the starboard quarter of the "Lokang," cutting the hull of the latter almost as far down as the water line. The "Indian" suffered little damage, with the exception that some of her bow plates were badly dented. She was able to proceed to Vladivostok yesterday afternoon. As soon as it was seen that a collision was inevitable, the "Indian" let go both anchors, and this to a large extent lessened the severity of the impact. The "Lokang" is still anchored below the lower section, but will have to undergo considerable repairs.

The "Lokang" (Capt. Liebman) has had her hull of misfortune of late. As recently as the 22nd of April last, she ran ashore on the reefs near North Point, whilst on a voyage from Shanghai to Nowhere. She had been undergoing repairs at the Indo-China S. N. Co., this vessel is a popular coaster of 1,560 gross and 970 net tonnage. She was built at Glasgow in 1891 and is a steel screw steamer with dimensions: length, 250 feet; breadth, 41 feet; depth, 15 feet 6 inches. The "Indian" left Odessa for Vladivostok on the 22nd of March last and arrived at the latter port early in May. She arrived here from Japan on Thursday last, and this is her first trip from Shanghai to Vladivostok in connection with the Chinese Eastern Railway service. She was formerly the Bibby s.s. Co.'s str. "Yorkshire" and is a steel screw, four-masted str. of 2,350 gross and 2,751 net tonnage; her dimensions being: length, 407 feet; breadth, 45 feet; depth, 25 feet. She was built at Belfast in 1899 by the well-known firm of Harland and Wolff, Ltd., N. O. Daily News.

Another Atlantic Record.

An Ottawa telegram received in Liverpool states that the Allan turbine steamer "Virginia" landed the mails from England at Rimouski, Quebec, at 8.15 on May 30, having accomplished the voyage from Montreal in 5 days 22 hours 20 min. The best previous passage for the trip is 6 days 1 hour 15 min., which was also held by the "Virginia."

SPORTING.

Water Polo.

A practice game of water polo between the 87th Company, R.G.A., and a V. R. C. team was played at the V. R. C. enclosure, Kowloon, yesterday afternoon, resulting in a win for the V. R. C. by three goals to one. The match was loosely contested, but the soldiers showed improvement on their last year's play. Want of speed handicapped them, but in passing they are beginning to show out better. In the coming competition the 87th Company should put up a stubborn game with the outside teams.

Ju-Jitsu.

An exhibition of Ju-jitsu was given by a number of Japanese at the Victoria Recreation Club yesterday. The entertainment was interesting. The men mainly devoted themselves to throwing each other down by means of leg tripping. Little of the science of Ju-jitsu was demonstrated, but this was due to the want of a competent interpreter, as none of the performers spoke English. After the exhibition the Japanese, who is to take a class of Club members, endeavoured to give a demonstration with J. A. S. Alves, but here the same difficulty cropped up, and it degenerated into a wrestling match. Alves bringing into play his knowledge of wrestling. Alves is a much heavier man than the Japanese and his height, combined with his strength, gave the Japanese something to do to throw him, as he adopted defensive tactics. This struggle was a good one, but was stopped before either man had effectively pinned the other down.

The Fourth Gymkhana.

The fourth meeting of the Hongkong Gymkhana Club will be held on Saturday, July 21, weather permitting. The programme is as follows:

1. 4 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDBICAP.—For all China Ponies. Non-winning Jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup; 2nd Prize: \$25. (Entrance fees to go to winner).

2. 4.30 p.m.—WHEELER RACE 3 FURLONGS. For all China Ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 15 stone. Riders in the regular racing events to be barred. Entrance fee \$5. Two prizes: A Cup; 2nd Prize: \$25. (Entrance fees to go to winner).

3. 5 p.m.—THREE QUARTERS OF A MILE FLAT RACE HANDBICAP.—For all China Ponies. Non-winning Jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup; 2nd Prize: \$25. (Entrance fees to go to winner).

4. 6.00 p.m.—HURDLE RACE.—For China Ponies. Distance about One Mile and a Quarter. Catch Weights: Not less than 12 stone. Entrance fee \$5. 1st Prize: A Cup; 2nd Prize: \$25. (Entrance fees to go to winner).

Entries close to the Hon. Secretary Hongkong Gymkhana Club on Saturday, the 14th July, at the Hongkong Club at 7 p.m. Entrances for race company entries, other entries will not be accepted. Entries for events Nos. 1, 3, 5, and 6, must state name, colour, and height of Pony, also racing colours. Post Entries will be accepted for events Nos. 2 and 4. Forms of Entry may be had on application to the Hon. Secretary, or at the Hongkong Club.

Home Cricket.

HAYWARD'S SCORES.

The present season at Home lids fair to be a record breaker, if only with regard to "Tom" Hayward, the Surrey professional. On June 1st against Nottingham, Hayward scored 144 runs, not out, in the first innings, and 100 in the second, a total of 244 for once. The following day he compiled 143 against Leicestershire, following it up by scoring 125 in the second innings. This is a marvellous performance, 512 runs in four innings, once not out—an average of 170.66 per innings. In view of the foregoing it is not surprising to note that Hayward has already this season completed over 1,000 runs in first-class cricket. We begin to wonder how many thousands he will compile before the season ends.

CENTURY SCORES.

Just prior to the last mail leaving Home the following centuries were made:—Hirst, for Nottingham, 109, against Oxford.

G. Gunn, for Nottingham, 109, against Northamptonshire.

W. M. Turner (brother of Major A. J. Turner) for Essex, 104, against Derbyshire.

Humphreys, for Kent, 100, against Sussex.

P. Perrin, for Essex, 110, against Gloucestershire.

A. J. L. Hill, for Hampshire, 110, against Derbyshire.

Arnold, for Worcestershire, 100, not out, against Warwickshire.

PROFESSIONALISM IN CRICKET.

Writing to the *Standard* "Duck's Egg" raises the question of the increase of professionalism in first-class cricket. He asks: "Is cricket, in its first-class variety, degenerating into a mere money-making concern, and are county clubs being run simply as companies for the purpose of providing professionals with salaries and the public with shows?" He goes on to point out that out of the 13 counties which were engaged in championship matches during one week one was represented entirely by professionals, two others had each one amateur among them, and two others had two apiece. In one match, out of the 23 players engaged, 21 were professionals. These are, of course, only the most striking instances, but even if all the teams engaged are taken together, the result shows only 65 amateurs to 133 professionals, i.e., one-third of the total number. If "Duck's Egg's" assertions are correct, and we see no reason to doubt them, his question is a timely one. There can be no doubt that professionalism is pervading cricket more and more annually, especially cricket in England, though some of the Australian "amateurs" are not very far removed from professionals. "Duck's Egg" also refers to the distinction shown between professionals and amateurs, by dividing them into "gentlemen" and "players," and wants to know why a professional should not be allowed the use of his initials. On this point "Duck's Egg" should have many supporters. Is a professional less a gentleman than an amateur? Does the fact that he is "paid to play" render the professional less a gentleman than he who "pays to play"? There can be no doubts on that score. The fitting definition of a gentleman has still to be found. "Mac" Twain gave his opinion recently when referring to his coachman's death—and can it be said that a professional cricketer is less a gentleman than Mark Twain's coachman? Men, who have made English cricket famous deserve, at least, the prefix of "Mr.," just as much as the poorest tyro who joins the county team. It is not a question of that does not reflect credit on those responsible for its adoption and its discontinuance would, we believe, meet the commendation of most sportsmen.

Cricket Stories.

In his book "The Complete Cricketer," Mr. A. E. Knight tells a number of good stories. Among them he tells how John Cressy, when the last two men of a twenty-two looked like playing out time, ran after a hit which would put cover-point to its boundary, where there were some cocoanut shells, picked up a nut, threw it into the wicket, which chipped off the balls with it, put it into his pocket, and walked off the ground.

The best of all, however, is that of a very stout umpire, whose only standing incommodity was the hump. On being required to stand aside, he plaintively replied, "Lord, sir, I be bigger that way!"

DALNY AND NEWCHWANG.

The following extracts from the *Japan Mail* will be read with interest:—

The idea of making Tairo (Dalny) a free port is strongly supported by public opinion in Japan. It is recognised that such a place is competing for the advantage of recognition as ports of entry of Manchuria; namely, Vladivostok, Tairo and Newchwang. Among the three Tairo is certainly the best situated. Vladivostok and Newchwang labour under the great disadvantage of being ice-bound for several months in the year, whereas Tairo is always open, and Newchwang is further handicapped by its poor harbour, which gives access to nothing in the shape of ships displacing more than 2,000 tons.

But Newchwang has one point strongly in its favour, namely, that it lies at the mouth of the Liao River and is consequently the terminus of Manchuria's greatest waterway. To neutralize that superiority the Japanese railway, as the *Asahi Shimbun* justly observes, must carry goods at 1 sen per ton per mile, instead of exacting 3 or 4 sen as is done at present, and the lowest possible scale of charges must be adopted for wharfage and storage accommodation.

Of course a very great deal will depend on the arrangements effected for the junction at Changchun—that is to say, a very great deal so far as the traffic to Europe is concerned. It is more than probable that the Russians if they are bent upon securing for Vladivostok the position of Far-Eastern terminus of this traffic, will endeavour to throw every possible obstacle in the way of junction.

It will be for Japan, when negotiating her new commercial treaty with Russia, to obtain the insertion of such provisions as will nullify that danger. Already Vladivostok has the advantage of priority. Every day advertisements appear promising to the travelling public easy and rapid overland transport to Europe via Vladivostok, whereas the world remains ignorant as to whether and when the Dalny route will be opened. If there is any way—and there ought to be—of correcting or diminishing that disadvantage, it should be seized at once.

In connection with the approaching resumption of the civil government of Newchwang by the Chinese, a question has arisen as to the cost and the completion of certain roads and bridges undertaken by the Japanese during the period of their military occupation. These works are said to be essential to the town's well-being, and it would be at once unfortunate from a public point of view were they abandoned and unfair from a Japanese point of view were they taken over without any compensation. It is therefore proposed that the Customs dues collected by the Japanese during their occupation, which are now lying in the Specie Bank, should be devoted to re-imbursement of the outlay hitherto incurred on account of these works and meeting the expense of completing them.

An agreement in that sense is said (*Hochi Shimbun*) to have been drafted by the Japanese Legation in Peking during Mr. Uchida's tenure of office and to have received Chinese approval. It further stipulates that the works shall not be altered or abandoned after the resumption of Chinese administration.

The *Kobe Herald* says:—

A Tokio message to the *Mainichi* states, in regard to the opening of Dalny as a free port, that the Japanese authorities have decided that the Chinese Customs shall be located at Pulian, on the Kwangtung border, as it is considered inconvenient to have the Customs house at Dalny itself or in the central part of the territory leased by Japan. It is reported that negotiations to this end have already been opened with the Chinese authorities.

COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When in need of such a remedy, give it trial. For sale by all chemists and druggists.

SKETCHES OF NATIVE LIFE.

The Bride.

X.

A bride is one who, perhaps unwillingly, creates an interest in herself, and not seldom for the hour, she becomes the subject of intrusive curiosity on the part of her neighbours. "How did she look?" "Was she well dressed?" "What did she wear?" These and similar questions are on the lips of her neighbours, who, six months later, will not devote a moment to her affairs, unless her appearance is conspicuous or her doings abnormal. The same interest and the same curiosity, deepened perhaps in intensity, are manifested by the Chinese when a bride leaves her house for the home of her future husband. Moreover in connection with Chinese weddings, there has developed, according to the prescribed etiquette, a luxurious growth of rules and formalities, which must be conformed to, and which is intolerable to Europeans and are rapidly becoming irksome to the Chinese.

In reading the Chinese Classics, one is struck with the general, if not absolute lack of enthusiasm, for the relationship between the bride and bridegroom. This relationship has added much beauty to the literature of the West. Some of the finest and most striking passages in the English Bible have their root in this relationship, and they sparkle with the language of poetry and love. The "Bride" is not an unfamiliar figure, and in this simple and natural adornment, she stands for much with which the soul is familiar; the unique heart-unity of the bride and bridegroom more than once illustrates the closest and most mystic union between the soul and its Maker.

Nor do we find, to any appreciable extent, that in China, poets have yielded themselves up to the depicting of the fast fleeting hours, in which young manhood and womanhood meet, and almost unmindful of the future, live the rich full life of the present. Her youths have few opportunities to captivate the hearts of the maidens of their choice; her maidens know nothing of the heart-beats, when, with blushing countenance and tremulous voice, the brief euphonic word is uttered, and the soul begins to feel a stronger beating of the pulse of life.

As most know, no meetings, clandestine or permitted, are allowed to the young of the different sexes in China. Mr. Giles, who has done his best to dispel the opinion of the West, can say no more than, "After careful investigation of the subject I have come to the conclusion that certainly in seven cases out of ten the intended bridegroom secretly procures a sight of his future wife." But were this true, which I think is doubtful, it amounts to little, and would be no more exciting than "preparing a light" of a photograph. In one of the most satirical stories of the *Lia Chai*, one Mr. Ma-fai that his wife must be possessed of surpassing beauty; and further declared that he must have a peep at the lady before the final arrangements were made. This was accordingly arranged, and the would-be bridegroom was apparently satisfied. On the auspicious day, however, much to his chagrin, he discovered that his bride was hump-backed, pigeon-breasted, with a short neck like a tortoise, and a head-shaped like ten inches long. Evidently his sight was not so very critical!

Arrangements for a daughter's marriage are frequently made by the parents of a girl when she is very young, though the rule seems to be that betrothals are not generally final until the parties concerned approach the age when marriage is considered imperative. In South China custom sanctions the marriage of a daughter at any age between sixteen and twenty. Betrothals are made binding by written agreements given and received by both parties. In addition there must be an interchange of certain presents, which seem almost as essential to the bargain as the bond itself.

If, after betrothal, the bridegroom should die, before the wedding, the maiden is still a bride, and etiquette forbids her parents arranging a second marriage. She generally goes to the home of her would-be husband, as one of the family, and not seldom as the drudge. Some times a ceremony is arranged by which she is married to the spirit of her deceased lover. I recently saw in an illustrated paper a picture of the ritual that confers this privilege on the maiden. Modern thought is set to oppose this superstition, and rightly too.

Everybody is familiar with the accusation made against the Chinese that the bridegroom must purchase the bride. There is some truth in the allegation but not so much as the bare words would imply. It is true that the go-between has at times some trouble to arrange this part of the transaction. On the other hand the bride's parents are extremely poor, or selfish, most of the dollars they receive are spent on ornaments for the bride, such as ear-rings and bracelets, as well as on furniture for the new home. Indeed, at times the girl's parents must supplement the sum out of their own purse. Therefore girls in a Chinese family are generally at a discount, for they are reared and fed in order to serve another.

The bride begins to discover that she is an important person some time previous to the day appointed for the wedding. No one of her family ventures to correct or cross her. Perhaps a natural sympathy will partially explain this; but there is a superstition behind it. The saying runs: "The curse from the lips of a bride will be fulfilled, and therefore should be avoided." Another custom obtains and demands that the maidens of the neighbourhood shall meet together in her house, some days before the marriage, and indulge in waiting beads; she is leaving them. This has

given rise to another colloquial witticism. "The marriage of a daughter is three-tenths a funeral." Indeed, precisely the same kind of weeping is indulged in, in the one case as in the other.

In most instances the younger brother of the maiden escorts the sumptuous bridal chair—which is the bride's prison for the hour, for she is locked therein as if she would escape or be abducted—to the door of her husband's house, and thereupon hands the key over to the bridegroom, who opens the door of the chair and bows to his bride. Etiquette allows all kinds of banter to be hurled at the said brother, which at the same time forbids him to make any retort or reply. As soon as the bearers set down the chair, the door is flung open, and the poor half-dead girl is taken on the shoulders of a female go-between, and carried, sometimes over a brazier of burning wood, into the reception room of the house, in which, with the other inmates of the family, she will henceforth reside. Most of the etiquette associated with Chinese weddings must be cruelly itself to the bride, often a young timid, and inexperienced creature. Custom demands that before the bridegroom has lifted the heavy helmet, with its hanging appendages, which quite covers her face, and has caught the first glimpse of her countenance, the bride shall enter the guest room to meet the guests, whom she receives with tea. During the ordeal it is the privilege of the guests, and they are not slow to avail themselves thereof, to pass any criticism they like on her charms or her defects. Her face and her feet come in for special attention. Doggerel rhymes are sometimes vulgar. During this period the bridegroom remains seated with the best men, but custom forbids that the bride should be seated.

It is known to readers of Chinese that chopsticks are really "nimble sons." When the bride and bridegroom enter their chamber, instead of being deluged with rice, ten pairs of "chopsticks" are sometimes thrown into the room, a custom which indicates that it is the wish of the parents that a son or sons shall soon be born. "Chopsticks" bring the pair good luck.

On the following day, another feast is arranged, at which both the bride and the bridegroom are present. There is then a renewal of the jesting. A specimen of the jibes flung at the bride is the following. This is somewhat tame compared with some of the others:—

"When the glowing sun sets behind the hills in the yellow twilight, The hen hides her chickens under the shelter of her wings; The mother also takes her children and nestles them to sleep; But the bride, who has no children, nestles close to the side of her husband."

The bride must repeat this ditty, and if she hesitates, stumbles, or declines, she must pay a money forfeit, while the guests are entitled to expend in wine. Another usage obtains: A piece of native pith lamp-wick, which is very frail, and easily broken, about an inch long, is used. Bride and bridegroom respectively take an end between their teeth, and thus joined together, so to speak, amidst roars of laughter from the assembled guests, must walk around the room. If the wick is broken or either party inadvertently takes an end, again a money forfeit must be paid, to be spent in the same way. Thus the guests have every interest in setting a victory over the confused pair, for the sake of the wine, and the roars of laughter, and the silly of jokes are not to be ignored.

Nor does the bridegroom himself escape scot-free. Everybody knows what a high premium the Chinese place on "Golden Lilies," that is the small feet of the women. It is often demanded that the bridegroom shall measure with minute exactness the size of his bride's shoe, and in so doing he must kneel one knee, and on the other, the bride places her foot. Previously, he bride's shoe has been covered with strong pepper, and whilst the bridegroom is engaged in getting the dimensions of the shoe, his fingers roughly push his head forward on the shoe. The result can be easily conceived. Close contact with the pepper sets him smothering with desperate agony, which in its turn evokes exuberant laughter from all who are taking part in the fun. I have but touched on some of the strange customs which still obtain throughout many parts of China, and with which the folk enjoy themselves, often at the expense of the bridegroom and always at the expense of the bride. Many of them are irksome; some are cruel; and it is not surprising that with the first breaking in of a new light there is a revolt against many of them on the part of the native press, and, in some cases, by the people themselves. The excitement of the hour soon fades, however, and the bride speedily becomes the drudge of her husband's household.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 7th at 11.50 a.m. The barometer has risen generally, particularly in the North.

Pressure is highest to the N.E. of Japan in the North, and over the S. part of the China Sea in the South. The lowest pressure is over China.

Fresh S. and S.W. winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast:—Fresh S. winds; equally showery.

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YOKOHAMA, VIA SHANGHAI, NAGASAKI, KOBE, AND MANILA	DELHI, 8000 tons.	About 8th July.	Freight and Passage.
SHANGHAI	DELHI, 8000 tons.	About 12th July.	Freight and Passage.
LONDON, &c.	DELTA, 9000 tons.	Noon, 14th July.	See Special Advertisement.
LONDON & ANTWERP, VIA SPAIN, FARGO, OCEANO, PORT SAUD, &c.	ATLANTIC, 4800 tons.	About 18th July.	Freight and Passage.

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TARTAR	4425	WEDNESDAY	Aug.	19
EMERALD OF INDIA	6000	WEDNESDAY	Aug.	29

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DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Tons 8,126, Capt. H. Fraser.	FRIDAY, 13th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., VIA KEELUNG, SHANGHAI, MOUT, KOBE AND YOKOHAMA.	ITO MARU, Tons 6,320.	WEDNESDAY, 25th July, at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	KANAGAWA MARU, Tons 6,169.	WEDNESDAY, 8th Aug., at Daylight.
BOMBAY, VIA SINGAPORE AND COLOMBO.	TOKA MARU, Tons 5,623, and AKI MARU, Tons 6,444.	MONDAY, 8th July, at 4 p.m., and MONDAY, 25th July, at 4 p.m.
	KUMANO MARU, Tons 5,078, Capt. W. Hunter.	FRIDAY, 18th July, at 4 p.m.
	YAWATA MARU, Tons 3,817, Capt. W. Townsend.	FRIDAY, 10th August, at 4 p.m.
	BOMBAY MARU, Tons 4,626.	TUESDAY, 17th July, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA,' Captain E. FRANKS, On SATURDAY, 22nd July, at Noon.

'MINNESOTA,' Captain J. H. RENDLER, On FRIDAY, 7th Aug., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Europe.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Dining, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL. TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ALCANTARA	12th July.
GLASGOW AND LIVERPOOL	POLYTHEMOS	12th "
GLASGOW AND LIVERPOOL	ACHILLES	19th "
GLASGOW AND LIVERPOOL	ALCANTARA	26th "
GLASGOW AND LIVERPOOL	DIONOS	2nd August.
GLASGOW AND LIVERPOOL	TELEMACOS	2nd "
GLASGOW AND LIVERPOOL	FELIX	9th "
GLASGOW AND LIVERPOOL	CHING WU	9th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th July.
* GENOA, MARSEILLES & LIVERPOOL	TRUCER	20th "
LONDON, AMSTERDAM & ANTWERP	PINO SUET	31st "
LONDON, AMSTERDAM & ANTWERP	ORESTES	14th August.
* GENOA, MARSEILLES & LIVERPOOL	TYDEUS	20th "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th "
HAVER, ROTTERDAM & LIVERPOOL	ALCANTARA	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO. TAKING CARGO ON THROUGH BILLS OF LADING TO ALL COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	TYDEUS	14th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	TYDEUS	15th August.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	KALAN	10th July.
MANILA	TAKING	10th July.
SHANGHAI	YCHOOW	10th July.
SWATOW, WEI-HAI-WEI, CHEFOO, AND TIENTSIN	HEICHOOW	12th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHISOTU	18th July.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Tables. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct.	14th July, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila Direct.	21st July, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. ANGLO SAXONAbout 10th July, 1906.

S.S. JOHN HARDIEAbout 20th August, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

'GLEN' LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship GLENESK, Captain J. RAPPERT, will be despatched as above on or about TUESDAY, the 10th July.

For Freight and Passage, apply to MCGREGOR BROS. & GOW, Hongkong, June 19, 1906.

THE ORIENTAL PACIFIC LINE. FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship DAKOTAH, will be despatched for the above ports on or about FRIDAY, the 10th of August.

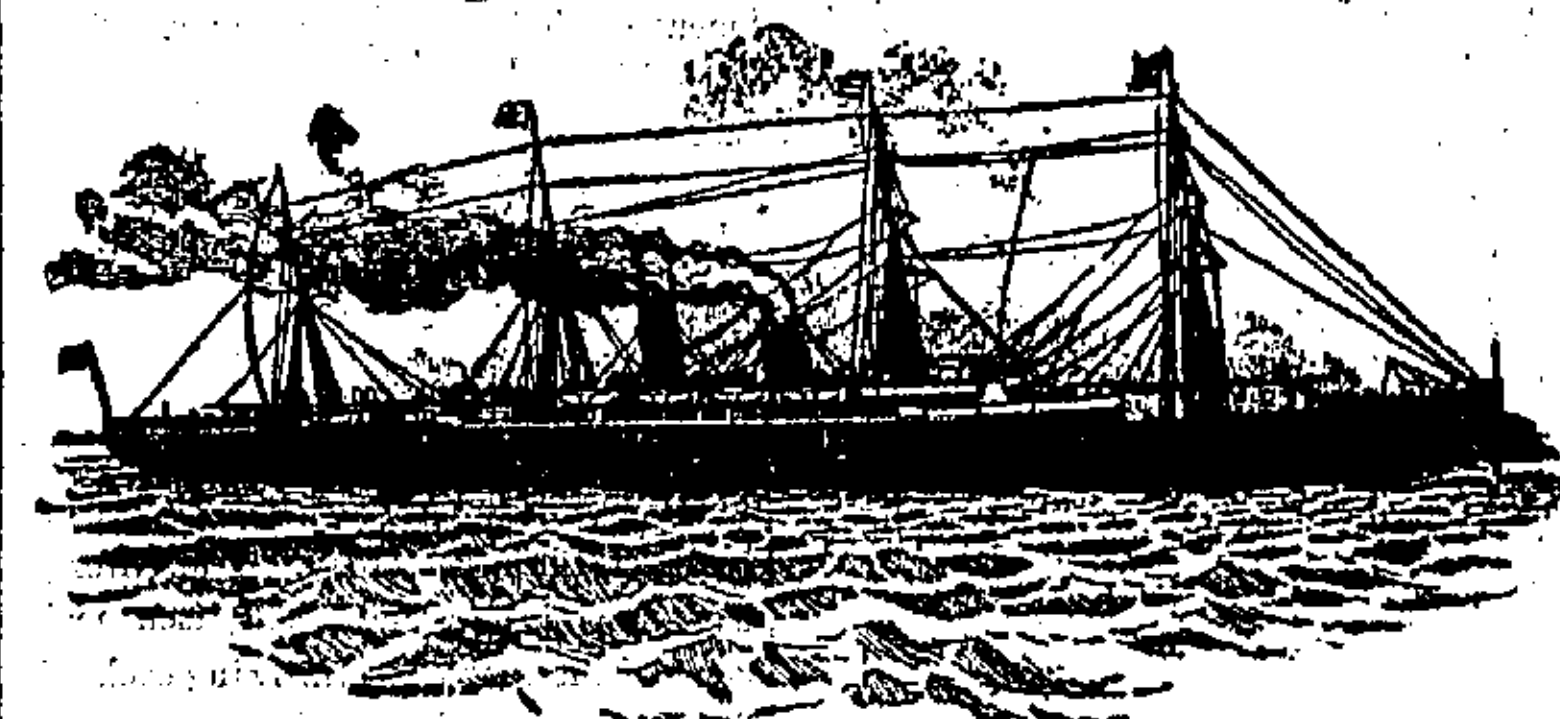
For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents. Hongkong, June 28, 1906.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
* HONGKONG MARU 11,000 Gross Tons.	TUESDAY	17th July, at Noon.
* KOREA 18,000	TUESDAY	24th July, at Noon.
* COPTIC 9,000	FRIDAY	27th July, at Noon.
* SIBERIA 18,000	FRIDAY	3rd Aug., at Noon.
* AMERICA MARU 11,000	FRIDAY	3rd Aug., at Noon.
* MONGOLIA 27,000	TUESDAY	at Noon.
* OHINA 10,200	TUESDAY	at Noon.
* NIPPON MARU 11,000	TUESDAY	at Noon.
* DORIC 9,500	TUESDAY	at Noon.
* MANCHURIA 2,700	FRIDAY	at Noon.

RECORD FAST TRIPS. Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 10 hours. San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1906, 13 days, 13 hours. Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 17th July, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOUT, KORE & YOKOHAMA; FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NUMANTIA	4370	FELDMANN	July 11, at Noon.
ARABIA	4483	MEYERHOF	Aug. 14, at Daylight.
ARAGONIA	5198	ERNEST	Sept. 5, at Daylight.
NIOOMEDIA	4370	G. MEINER	Sept. 16, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHANGHAI	HANGSANG	WEDNESDAY, July 11, at 4 P.M.
* MANILA	LONGSANG	FRIDAY, July 13, at 4 P.M.
* SINGAPORE, PENANG, AND CALCUTTA	NAMSANG	TUESDAY, July 17, at 3 P.M.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9808	E. V. Roberts	27th July.
TREMONT	9208	T. W. Galtick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

FARE EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, June 28, 1906.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

THE Company's Steamship HAIKUN, Captain A. J. ROSSON, will be despatched for the above ports on SUNDAY, the 8th July, at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, July 4, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship ARMAND BEHIO, Captain BARNILLON, will be despatched for the above ports on or about MONDAY, the 8th inst.

G. DE CHAMPEAUX, Agent. Hongkong, July 2, 1906.

'GLEN' LINE OF STEAMERS.

FOR HAMBURG, ANTWERP AND LONDON.

THE Steamship GLENLOCHY, Capt. E. J. STALLARD, will be despatched as above on or about MONDAY, the 9th July.

For Freight, apply to MCGREGOR BROS. & GOW, Hongkong, July 5, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship COURANE, Captain GILBERT, despatched for MARSEILLES on TUESDAY, the 10th July, 1906, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TONKINJuly 24, 1906.

S.S. ARMAND BEHIOAug. 7, 1906.

S.S. ERNEST SMONAug. 21, 1906.

S.S. OLENDENSept. 4, 1906.

S.S. POLYMERSept. 18, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1906.

NIPPON YUSEN KAISHA.

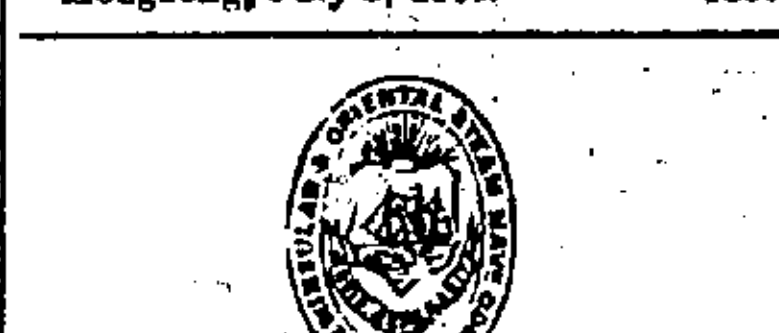
HONGKONG, SWATOW, BANGKOK LINE.

FOR BANGKOK, VIA SWATOW.

THE Chartered Steamship KANJU MARU, Captain —, will be despatched as above on or about TUESDAY, the 10th July, at Noon.

To be followed by THE Chartered Steamship PROMETHEUS, Captain CORNELIUSSEN, on or about TUESDAY, 17th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building, Hongkong, July 3, 1906.



STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEERIAN, GULF, CONTINENTAL AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain O. L. DANIEL, carrying His Majesty's Mails, will be despatched from the port for BOMBAY, on SATURDAY, the 14th July, at Noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. Britannia, 6,625 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Himalaya, due in London on the 28th August, 1906.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendant, Hongkong, June 30, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1906.

LOWTHER, OASTLEAbout 25th July.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

QUEEN'S BUILDINGS. Hongkong, June 28, 1906.

Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colonbo	Hongkong	Marseilles & London	Marseilles (1 day earlier)	Plymouth (1 day later)
DELTA	July 14	BRITANNIA	Aug. 12	Sept. 2
DEVANHA	July 28	MOULTAN	Aug. 26	Sept. 16
MOLDAVIA	Aug. 11	MARMORA	Sept. 9	Sept. 29
DELHI	Aug. 25	VICTORIA	Sept. 23	Oct. 13
MALTA	Sept. 8	MACEDONIA	Oct. 7	Oct. 27
DELTA	Sept. 22	CHINA	Oct. 21	Nov. 10
OCEANA	Oct. 6	INDIA	Nov. 5	Nov. 24
DONOLA	Oct. 20	MONGOLIA	Nov. 19	Dec. 8
DEVANHA	Nov. 3	BRITANNIA	Dec. 2	Dec. 22
DELHI	Nov. 17	MOULTAN	Dec. 16	Dec. 26

* The 'Oceana' proceed through, and take passengers for Marseilles and London without transshipment.

Passengers change steamers at Colombo, and those for Dampier transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transshipment) STEAMERS

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Due at
Hongkong	about	about
JAPAN	July 19	Sept. 1
SABINDIA	Aug. 2	Sept. 14
NUBIA	Aug. 15	Oct. 7
SUNDA	Aug. 28	Oct. 20
YATA	Sept. 12	Oct. 24
MANILA	Sept. 25	Nov. 6
NILE	Oct. 9	Nov. 21
PALAWAN	Oct. 22	Dec. 4
BUMATRA	Nov. 5	Dec. 17
SABINDIA	Nov. 18	Jan. 1
YATA	Dec. 1	Jan. 14
NUBIA	Dec. 14	Jan. 27
SUNDA	Dec. 27	Feb. 9
YATA	Jan. 10	Feb. 22
MANILA	Jan. 23	Mar. 6
NILE	Feb. 6	Mar. 19
PALAWAN	Feb. 19	Mar. 31

These Steamers call also at Singapore, Penang, Colombo, and at Malacca or Marseilles.

* Carry only First Saloon Passengers.

* Carries 1st and 2nd Saloon Passengers.

For Passage, Apply to

E. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE. EAST ASIATIC SERVICE. HOMELINE.

OUTWARD.

Steamers.	Destination.	To Sail.
SPEDIA	SHANGHAI, YOKOHAMA & KOBE.	9th July.
SAMBIA	SHANGHAI, YOKOHAMA & KOBE.	18th July.
SAXONIA	SHANGHAI, YOKOHAMA & KOBE.	28th July.

HOMEWARD.

Steamers.	Destination.	To Sail.
REHANIA	NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG.	10th July.
SCHWARZBURG	via Singapore, Penang & Colombo.	24th July.
ALBIA	HAVRE & HAMBURG.	7th Aug.
SPEDIA	via Singapore, Penang & Colombo.	21st Aug.
SAMBIA	HAVRE & HAMBURG.	4th Sept.
SAXONIA	NAPLES, HAVRE & HAMBURG.	18th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for First-class Passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The 'Rehania' is to run regular from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Havre and Hamburg, to be followed by s.s. 'Hansuea', s.s. 'Hohenstaufen', 'Silesia' and 'Scandia'.

COAST SERVICE.

Steamers.	Destination.	To Sail.
DAPHNE	NAGASAKI AND VLADIVOSTOK.	End of July.
JTHAKA	SHANGHAI.	TUESDAY, 10th July, at 3 p.m.
LYDIA	KOBE.	TUESDAY, 10th July, at 3 p.m.
KOWLOON	SHANGHAI AND CHINKIANG.	To follow.

For Freight and Passage, apply to

For Steamers of the Coast Service marked * to

HAMBURG AMERIKA LINIE, SIEMSEN & CO. HONGKONG OFFICE.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co's s.s.	For	Leave
MASAN MARU.	TAMUJI Via SWATOW AND AMOY.	MONDAY, July 9, at Noon.
SHOSHU MARU.	SHANGHAI Via SWATOW, AMOY AND FOCHOOW.	TUESDAY, July 10, at Noon.
MAIZURU MARU.	ANPING, Via SWATOW, AND AMOY.	WEDNESDAY, 11th July, 10 a.m.
KEIKO MARU.	SWATOW, AMOY AND FOCHOOW.	THURSDAY, 12th July, 10 a.m.
JOSEPH MARU.	TAMUJI Via SWATOW AND AMOY.	FRIDAY, 13th July, 10 a.m.

These Steamers have excellent accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and other information, apply at the Co's local Branch Office, at Second Floor, No. 10, Robinson Road, Hongkong.

T. ARIMA, Manager.

Shipping. **IMPERIAL GERMAN MAIL LINES.**

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
PRINZ HEINRICH	WEDNESDAY, 12th Sept.
ONEISENAU	WEDNESDAY, 26th Sept.
PRINZ LUDWIG	WEDNESDAY, 10th Oct.
PRINZESS ALICE	WEDNESDAY, 24th Oct.

ON WEDNESDAY, the 11th day of July, 1906, at Noon, the Steamship ROON, Captain 'MIRKES', with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 9th July. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 10th July, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$31.0.0.	\$22.0.0.	\$13.0.0.
To Southampton, London, Bremen and Hamburg	\$65.0.0.	\$44.0.0.	\$24.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	\$110.0.0.	\$70.0.0.	\$40.0.0.
To Bremen or Southampton	\$63.0.0.	\$46.0.0.	\$27.0.0.
Return	\$123.0.0.	\$83.0.0.	\$49.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa, or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ SIGISMUND	TUESDAY, 24th July, 1906.
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th day of July, at Noon, the Steamship PRINZ SIGISMUND, Captain LENZ, with Males, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
To Manila	\$50.0.0.	\$30.0.0.	\$20.0.0.
To New Guinea	\$28.0.0.	\$18.0.0.	\$12.0.0.
To Brisbane	\$28.0.0.	\$18.0.0.	\$12.0.0.
To Sydney	\$34.0.0.	\$22.0.0.	\$14.0.0.
To Melbourne	\$34.0.0.	\$22.0.0.	\$14.0.0.
To Yokohama	\$50.0.0.	\$30.0.0.	\$20.0.0.
To Kobe	\$50.0.0.	\$30.0.0.	\$20.0.0.
To Yokohama & back from Kobe to Hongkong	\$110.0.0.	\$70.0.0.	\$40.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial Mail Steamer \$27.0.0. |

To Europe via Australia and America \$66.0.0. |

(from Australia to New York via Vancouver by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

For	Steamers	About
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	PRINZ REGENT LUITPOLD	WEDNESDAY, July 18.
YOKOHAMA & KOBE.	PRINZ EITEL FRIEDRICH	WEDNESDAY, Aug. 1.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
to London via Plymouth or Southampton	\$82.0.0.
to Bremen	\$63.0.0.
to Paris via Cherbourg	\$65.0.0.
to Naples, Genoa, via Gibraltar	\$65.0.0.

For further Particulars, apply to

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ELECTRICAL and Latest Improved Appliances.

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Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MENAFA, NAPLES, LONDON and GENOA; also YOKOHAMA and TOKYO, all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN Ports up to CALTA.

(Taking Cargo at through rates for PENANG, COLOMBO, SINGAPORE, and BANGKOK.)

VALERIA, ALBA, ALBERA, ALBERA and MALAGA.

THE Steamship ISORIA.

Captain DOMINI, will be despatched as above on TUESDAY, the 10th Inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

OSKOWITZ & Co., Agents.

Hongkong, July 6, 1906. 1357

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APOLO, Captain W. D. A. THOMAS, will be despatched for the above Ports on WEDNESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, July 6, 1906. 1353

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOBE, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANUA, &c.)

THE Steamship EMPIRE.

Captain ST. JOHN O'NEILL, will be despatched for the above Ports on SATURDAY, the 28th July, at Noon.

This steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—As an additional comfort for passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 3, 1906. 1354

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to call at MALABAR COAST.)

THE Steamship JESERIC.

Captain THOMSON, will be despatched for the above ports on or about SATURDAY, the 28th July.

For Freight, apply to

ANNHOLD, KERNBERG & Co., Agents.

Hongkong, July 4, 1906. 1343

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to Socotra, Aden, Port Said, Genoa, Tripoli, Sicily, Sardinia, S. Italy, Venice and Adriatic Ports.)

THE Company's Steamship CHINA.

Captain DAMANOVICH, will be despatched as above on THURSDAY, the 2nd August.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, July 4, 1906. 1341

PREDICATING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5, WYNDHAM STREET.

Price... \$1.00.

A WONDERFUL DISCOVERY.

This discovery of recent date, which attests to the power of the scientific method for the comfort and happiness of man. Science has indeed made great strides during the past century, and among them, by no means least important, has been the discovery of a potent remedy for the removal of the most distressing and painful diseases of the human system, which have been the cause of so much suffering and death. This discovery is a remedy for the removal of the most distressing and painful diseases of the human system, which have been the cause of so much suffering and death. This discovery is a remedy for the removal of the most distressing and painful diseases of the human system, which have been the cause of so much suffering and death.

For further particulars, apply to

THE 'CHINA MAIL' Office, 5, WYNDHAM STREET.

Price... Fifty Cents.

THE HONGKONG DOCKS.

A Board of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price... Fifty Cents.

To be had at the 'China Mail Office' 5, WYNDHAM STREET.

For Sale by FRANKLIN CHAMBERS.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER NUBIA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From LONDON, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 12th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by the Company in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, July 6, 1906. 1356

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Catherine Apolo, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side the Godowns at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 7th July, 1906, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited.

Consignees of Cargo from Singapore and Penang are requested to take necessary delivery of their Goods from along-side the Godowns at once at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, July 5, 1906. 1349

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the

